

# Modified Water Deliveries Tamiami Trail Modifications

## Revised General Reevaluation Report Information



US Army Corps  
of Engineers  
Jacksonville District

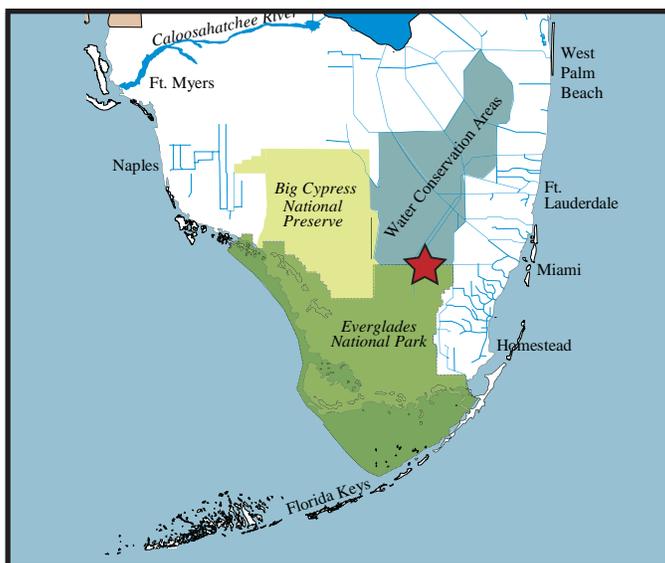


April 2008

**T**he overall purpose of the Modified Water Deliveries (MWD) to Everglades National Park project is to restore natural hydrologic (water) conditions in Everglades National Park, which were altered by the construction of roads, levees and canals. MWD is one of the many projects defined prior to the Comprehensive Everglades Restoration Plan (CERP). As such, MWD is a “foundation project,” a project that will provide significant benefits to the Everglades even before CERP projects are built. There are four major components of MWD: 8.5 Square Mile Area (8.5 SMA) Flood Mitigation, Tamiami Trail Modifications, Conveyance and Seepage Control Features and system operational changes. All four components are necessary to provide substantial flow increases to Everglades National Park.

### Project Purpose

The purpose of the Tamiami Trail Modifications is to improve water flow from north of Tamiami Trail to Northeast Shark River Slough within Everglades National Park.



### Background

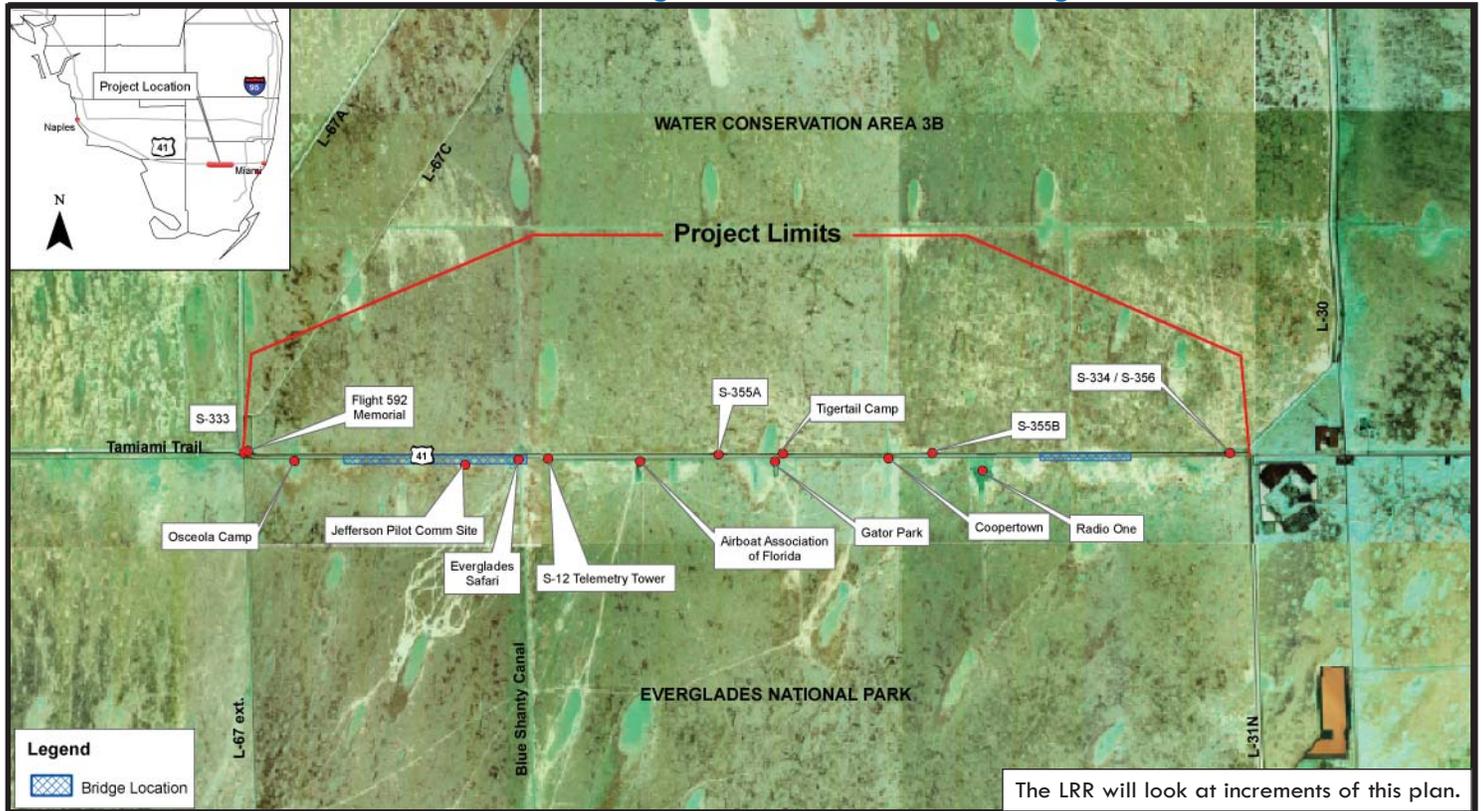
The Tamiami Trail project is located in Miami-Dade County in south Florida, adjacent to the northern boundary of Everglades National Park. This roadway acts as a barrier to natural sheetflow. The project area begins slightly more than one mile west of the intersection of Krome Avenue and Tamiami Trail at Water Control Structure S-334 and extends 10.7 miles west to Water Control Structure S-333.

The first efforts to reintroduce water flows under the Tamiami Trail and into Everglades National Park started in 1989 with congressional authorization of the Everglades National Park Protection and Expansion Act. The first plan was developed in 1992 and it included a proposal to use culverts already existing under Tamiami Trail to deliver more water to the Park. Subsequent analysis revealed that doing so would cause damage to the Trail's road bed. Alternative means for water conveyance were first evaluated in a General Reevaluation Report and Supplemental Environmental Impact Statement (GRR/SEIS), which was coordinated with the public in 2003. At that time, a plan for a 3,000-foot bridge was proposed. Concerns were again raised about possible damage to Tamiami Trail and the plan was ultimately withdrawn. In 2005, a Revised General Reevaluation Report (RGRR) examined additional alternatives and subsequently Alternative 14, which featured a two-mile bridge west and one-mile bridge east, was selected as the recommended plan.

In January 2006, after public and agency involvement and the completion of an Environmental Impact Statement, a Record of Decision was signed for Alternative 14. The proposed project was then sent to Congress for consideration in the FY 2007 budget. By the summer of 2007, when Congress considered the Tamiami Trail Modifications for inclusion in the 2007 Water Resources Development Act, the cost of construction materials had increased significantly, in large part due to the escalating cost of fuel and materials that include petroleum compounds. The estimated cost of

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## Tamiami Trail Alternative 14: Two-mile Bridge West and One-mile Bridge East



### Background *continued*

Alternative 14 was then \$305 million. The Corps and its partners were asked to take another look at the alternatives and the cost of Alternative 14. During the subsequent reanalysis, cost-risk considerations were applied, as required by Corps planning guidance. The new estimated cost increased to \$452 million. Congress directed the agencies to reevaluate the 2005 plan as well as develop less costly alternatives.

This direction from Congress is the basis for the Limited Reevaluation Report which will document the cost increases, evaluation of alternatives and recommend a less costly solution to provide additional flow under Tamiami Trail.

### Project Status

The Limited Reevaluation Report (LRR) is under way and due to be completed in July 2008.

Currently, 19 sets of culverts pass water from L-29 Canal south to Everglades National Park. The culvert opening size and the level of water in the canal affect the ability to move water across the Tamiami Trail.

Additional openings in Tamiami Trail and increased water levels in the L-29 Canal will improve flows south. In the LRR, increments of Alternative 14 (opening sizes) and canal stage were combined into five alternative groups for further evaluation. Alternatives were evaluated to balance construction cost, implementation schedule, hydrologic and ecological benefits.

In addition, the Corps looked at several new alternatives to determine if a better option exists to complete the Tamiami Trail component of the Modified Water Deliveries project.

## For More Information

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